WEBSTER'S DICTIONARY.
SIX DOLLARS ONLY.
AT
The Hongkong Telegraph, Office.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL, CARLILL & Co., *General Agents.*

NEW SERIES No. 940. 光緒二十四年五月初十日 TUESDAY, JUNE 28, 1898. 禮拜二 香港英六月廿八號 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISH 1880

SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 9,000,000
RESERVE FUND 6,660,000

Head Office :—YOKOHAMA.

Branches and Agencies.

KOBE	NEW YORK
LONDON	LYONS
SAN FRANCISCO	HONOLULU
BOMBAY	SHANGHAI

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of ½ per cent per Annum on the daily balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 11th March, 1898. [382

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Paid up Capital£ 324,374

HEAD OFFICE :—HONGKONG.

Court of Directors:—
O. Gillies, Esq.
J. T. Lauts, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.

Hongkong, 30th November, 1897. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 8,000,000
RESERVE LIABILITY OF PROPTORS...$10,000,000

COURT OF DIRECTORS:
Hon. J. J. BELL-IRVING.—Chairman.
R. M. GRAY.—Deputy Chairman.
C. Beurmann, Esq.
David Gubbay, Esq. | K. L. Richardson, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
A. McConachie, Esq. | R. Shewan, Esq.
A. I. Raymond, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent, per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 20th May, 1898 [6

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE :—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£450,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 24th May, 1898. [31

ANTI CORROSIVES — ANTI FOULINGS

MANUFACTORY
all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

GENERAL AGENCY.
BAILEY'S ENGINEERING AGENCY,
17 PRAYA CENTRAL.
Hongkong, 14th May, 1898? [29

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c	*Japan**	T. Leigh	About 6th July	Freight or Passage.
LONDON	*Ceylon*	C. H. C. Weston, R.N.R.	About 7th July	Freight or Passage.
LONDON, &c.	*Verona* †	S. Barcham	Noon, 9th July	Freight or Passage.
JAPAN	*Rohilla**	S. de B. Lockyer, R.N.R.	6 P.M., 9th July	Freight or Passage.
SHANGHAI	*Coromandel*	F. N. Tillard	About 9th July	Freight or Passage.

(Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 27th June, 1898. [5

D. C. L.

OLD TOM GIN$7 per doz.
DRY GIN 7 "

Owing to our holding sole bottling rights from the DISTILLERS CO., LD. we are able to offer their HIGH-CLASS GINS at above LOW PRICE.

H. PRICE & CO.,
WINE & SPIRIT MERCHANTS, No. 12, QUEEN'S ROAD CENTRAL.
20]

TELEPHONE 75.

AQUARIUS.

"A PERFECT TABLE WATER."

"It is gratifying in these days of Typhoid to come across A REALLY PURE AND PALATABLE TABLE WATER. ... have tried it ourselves and found it admirable."—*Sporting Times*, London.

CALDBECK, MACGREGOR & Co.,
Agents,
AQUARIUS COMPANY.
15, *Queen's Road.* [15

CURRY AT THE HONGKONG HOTEL. TRY THE

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.
Yokohama, 1st October, 1897 [36

W. POWELL & CO.

A CAPITAL ASSORTMENT OF
BLACK & COLOURED LACES
SUITABLE FOR BLOUSES OR BOLEROS.

Hongkong, 4th June, 1898. [17

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY. LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quantities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER.

27] DODWELL CARLILL & Co., General Agents.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, Commanding Magnificent View of the City and Harbour, the Mainland of China, and numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-East winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

J. MARCESSE, *Chef de Cuisine.*

GEO J. CASANOVA,
Manager.

CRAIGIEBURN is now open, for terms apply to

CITY OFFICE, No. 7, Duddell Street. MANAGER, PEAK HOTEL. [28

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
23] CARMICHAEL & CO.

ROBERTSON SANDERSON & CO., LIMITED.

CELEBRATED SCOTCH WHISKIES.

	Per Case.
"GLENLEITH" BRAND	$10
"SECOND TO NONE"	12
"MOUNTAIN DEW"	12
LIQUEUR WHISKY	15

All the above brands we guarantee to be pure Malt Whiskies. The differences in price are regulated by the age of the Whisky. The "Second to None" "Mountain Dew" and Liqueur Whisky are all over ten years old.

Sole agents for Hongkong and Southern Ports of China.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, 19th May, 1898. [661

CHAMPAGNE.	1 doz. quarts.	2 doz. pints.
G. H. MUMN & Co.	$35.50	$37.50

WHISKY.	1 doz. bottle.
DEWAR'S "IMPERIAL INSTITUTE"	$10.50
McCREADIE'S "SPECIALLY SELECTED"	10.50

PORT WINE.	1 doz. bottle.
GUEDES "3 GRAPE" BRAND	$24.00

SHEWAN, TOMES & Co.,
Agents.
Praya Central.
32]

SOMETHING
THE OTHERS
HAVEN'T.

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

This Excellent TONIC REMEDY is now known as

"THE PERFECTION OF MEDICAL PREPARATIONS."

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

PROPRIETORS—WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central. [14

SIEN TING,
SURGEON DENTIST,
No. 10, AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 29th September, 1897 [40

THE LEADING CATERERS.

COMPARE OUR
MENU, BILLIARD TABLES and LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [39

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1896. [24

DENTISTRY.

DR. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 8, Queen's Road Central.
Hongkong, 9th February, 1898. [52

Intimations.

HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE is hereby given that the NINETH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 27, Queen's Road, on TUESDAY, the 5th July, at Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April, 1898, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to 5th proximo, both Days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 16th June, 1898. [78

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED will be held at the REGISTERED OFFICE of the Company, No. 14, Praya Central, Victoria in the Colony of Hongkong on the 11th day of July, 1898, at 3 o'clock in the afternoon when the SUBJOINED RESOLUTION will be proposed. Should the Resolution be passed by the required Majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

RESOLUTION.

"That the Regulations contained in the "printed document submitted to the "Meeting and for the purpose of iden-"tification subscribed by the Chairman "thereof be and the same are hereby "approved and that such regulations "be and they are hereby adopted as "the regulations of the Company to the "exclusion of all the existing Regula-"tions thereof."

a printed copy of the proposed new Regulations can be seen at any time during Office Hours at the Office of the Company.

Dated the 27th June, 1898.

By Order of the Board,
THOS. I. ROSE,
79] Secretary.

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [18

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 Equal to $833,333.33.
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1881. [20

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1898. [30

Hotels.

I SAY! HERE'S SOMETHING GOOD.
THE OLD MAN'S ON DECK AGAIN
AT
THOMAS'S GRILL ROOMS.

WHATS' THE MATTER WITH THIS TARIFF:—

BREAKFAST		$ 0.55
TIFFIN		0.75
DINNER		1.00
3 MEALS DAILY (Monthly Rate)		40.00
1 TIFFIN	"	15.00
1 DINNER	"	20.00
TIFFIN & DINNER	"	30.00
BREAKFAST & TIFFIN	"	25.00
BREAKFAST & DINNER	"	28.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD,
17] Manager.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.

P. BOHM,
Proprietor & Manager.
Hongkong, 2nd April, 1898 [21

THE KOWLOON HOTEL is now refitted and reopened as a thoroughly HIGH-CLASS HOTEL, with everything of the very best, Splendid Suburban Situation, Unrivalled in the Colony. Cuisine a Specialty; none to compare. Liquors of carefully selected quality Billiard-tables and Bowling-alleys excellent.

J. W. OSBORNE,
Proprietor.
April 2nd, 1898. [485

To-day's Advertisements.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

AN INTERIM DIVIDEND at the rate of FOUR PER CENT (ONE DOLLAR AND FIFTY CENTS PER SHARE) for the six months ending 30th June, 1898 will be paid, on application to the registered Shareholders in the above Company on SATURDAY, the 9th July, 1898.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 9th July, both days inclusive.

MEYER & CO.,
General Managers.

Hongkong, 28th June, 1898. [799

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain H. Bleeker, will leave for the above Ports TO-MORROW, the 29th instant, at 2 P.M.

For further Particulars apply to
MELCHERS & Co.,
Agents.

Hongkong, 23th June, 1898. 783

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAYERN,"

Captain E. Prehn, will leave for the above place TO-MORROW, the 29th instant, at 2 P.M.

For further Particulars apply to
MELCHERS & Co.,
Agents.

Hongkong, 28th June, 1898. [784

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAYERN,"

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained

Optional cargo will go on to Shanghai unless notice to the contrary be given TO-DAY at NOON.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 4th and THURSDAY, the 7th July, at 9 30 A.M.

All claims must reach us before the 13th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.

Hongkong, 28th June, 1898 [1-w 783

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, ROTTERDAM AND SINGAPORE.

THE Steamship

"KENDAL CASTLE,"

having arrived from the ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence, and or from the Wharves delivery may be obtained

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 30th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th July, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
HARLING, BUSCHMANN & MENZELL,
Agents.

Hongkong, 28th June, 1898. 800

For Sale.

FOR SALE.

THE FINE SCREW STEEL STEAMER "SULTAN."

2,135 tons gross, 1,350.32 tons Register (builders' measurement); built in 1893 by Messrs. WOOD, SKINNER & Co., Newcastle, England. The steel used in construction was tested by Lloyds, and all requirements of that institution at the date of launching were complied with.

The Engines were built by THE NORTH EASTERN MARINE ENGINEERING CO. (LTD.), Wallsend, and are triple expansion. Diameter of cylinders 20½ in., 34 in. and 56 in., the length of stroke 39 in., the Nominal Horse Power 200. There are two steel boilers carrying 160 lbs. pressure, each boiler having 3 furnaces.

The vessel has a cellular double bottom for water ballast, all fore-and-aft, and is equipped with all the most modern improvement, including combined steam and hand steering apparatus amidships, and screw gear aft, direct steam windlass, &c.

The principal dimensions of the vessel are as follows:—

Length 275 ft., beam 37 ft. 6 in., depth (moulded) 20 ft. 8 in. The cubic capacity of hold is 149,250 ft. equivalent to 3,553 tons at 42 cubic feet to the ton. The vessel's consumption of coal is 18 tons per 24 hours, with a speed of 10 knots. Her bunker capacity is 325 tons and water ballast 460 tons.

Her draught, light, is 7 ft 10 in, and loaded 21 ft., with 3,300 tons on board.

The vessel has been put in a complete state of repair under the superintendence of the Bureau Veritas representative, who has recommended the vessel for a class in the First Division 3/3 L. r. 1.

For further particulars apply to—

W. H. FORBES,
Secretary.
TAKU TUG and LIGHTER CO., LTD.

Telegraph Address: Calendar, Tientsin. [795

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER,
SODA WATER.
LEMONADE,
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US ARE acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is "of most excellent quality for "drinking."

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898. [7

MARRIAGE.

At Nagasaki, on the 22nd June, 1898, by the Rev A. R. Fuller JAMES MARKHAM DOW, of the Hongkong and Shanghai Banking Corporation, to ISABEL MABION, eldest daughter of J. M. Anthony, Esq., of Penang.

DEATHS.

ROUCH. At the Government Civil Hospital, on the 25th June, JOHN CARL LUDWIG ROUCH, formerly of the Hongkong Police, and a resident of 34 years standing. German papers please copy. [792

At Chefoo, on the 5th June, HARRIET, of the late W. R. Feller,

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 28, 1898.

NOTES AND COMMENTS.

The Spanish Reserve Squadron has at length really reached Port Said, for the Reuter's Message which we publish to-day announces that it has been sighted from there, and Consul General WILDMAN, ever ready to place his news or himself at the disposal of the press, courteously informs us that he has received a telegram from the United States Consul at Port Said saying that the fleet has arrived. According to Consul General WILDMAN's telegram the fleet consists of the following twelve ships:—*Pelayo, Emperador, Emperador Carlos V., Rapido, Ambagasado, Prosperina, Caradonga, Patriao, San Francisco, Buenos Aires, Colon,* and *Isleabeancy,*" but with the exception of the *Pelayo, Emperador Carlos V.*, and *Rapido*, we are unable to fix their identity with that of any vessels mentioned by BRASSEY.

* * *

It is now certain that the report to the effect that the squadron had returned to a Spanish port was unfounded, for had such been the case the ships could never have reached Port Said yesterday, and the news received by Consul General WILDMAN last night must remove all our doubts on the subject of the squadron's whereabouts. We fear, however, that Admiral CAMARA will be too late in reaching the Philippines to do any good, for, from the fact of his having no means of coaling on the road, except from his own transports, his progress must necessarily be slow, and in all probability the Americans will have been established in Manila for some weeks prior to the arrival of the Spanish Reserve Squadron.

* * *

Still, it is often the unexpected that happens and circumstances might combine to prevent the fall of Manila for a month or more, in spite of the gloomy accounts of the state of affairs at that place which have lately come to hand. The typhoon season has commenced, and a typhoon might play havoc with the American warships or transports, and other things might happen to delay the fall of Manila. Cities have been known to hold out for weeks after their fall has appeared certain, and such may prove to be the case with Manila.

* * *

We must frankly admit that we are glad to see the Spaniards have really despatched a fleet for the Far East, for, leaving all Anglo-Saxon sentiments on one side, it is pitiable to see a nation so renowned in history as Spain collapse without a struggle, and the arrival of Admiral CAMARA's ships at the entrance to the Canal looks as though Spain had at last awakened to the fact that war is a stern reality and must be looked squarely in the face If any advantage is to be gained by it. Granted that the Spanish fleet is able to come through the Canal and reach the China Sea, despite the difficulty as regards coal, we shall see a very different state of things out here. The Americans will have to take steps to check it in some way, otherwise their commerce in eastern waters will be threatened, and the escape of one fast Spanish cruiser might mean incalculable disaster to the United States, for she could coal from captured ships and might for months elude capture. However, many developments are possible within a few weeks, and we can only wait and see.

TELEGRAMS.

REUTER'S MESSAGES.

FRANCE.

LONDON, June 26th.

M. Peytral having failed to form a Cabinet President Faure has summond M. Brisson.

THE SPANISH-AMERICAN WAR.

[illegible] sighted from Port Said.

One thousand American dismounted cavalry attacked two thousand Spaniards who were holding a position in the bush five miles from Santiago de Cuba. The Americans drove the Spaniards into the city with a loss of thirteen killed and fifty wounded, including six officers. The Americans are constantly advancing and although greatly fatigued by the heat and forced marches are now within eight miles of Santiago.

A Spanish official despatch states that the Americans attacked the Spanish Camp but were repulsed and pursued the Spanish loss being seven killed and twenty seven wounded, including three officers. The news of the American landing at Baiquire created great excitement in Madrid, and Senor Sagasta prorogued the sitting of the Cortes owing to the heated and futile debates that were taking place.

JAPANESE TELEGRAMS.

(From Japanese Papers.)

RUSSIA AT PORT ARTHUR.

PEKING, June 21st.

Russia has stopped Chinese warships having foreign officers from entering Port Arthur.

China resents this action and negotiations on the subject are proceeding.

The British Minister at Peking is reported to be assisting China.

RUSSIA OBJECTS TO THE RAILWAY LOAN.

Russia has raised objections to the Hongkong and Shanghai Bank loan for the construction of railways in the North of China alleging an infringement of the privileges accorded Russia in connexion with the Manchurian railway.

TYPHOON WARNING.

The Observatory report to-day says:—On the 28th at 1055 a.m.: A small depression exists to the South of Hongkong in about 18deg. Latitude. At 11.40 a.m.: The barometer has fallen slightly on the E. coast of China and moderately on the S. coast. The depression to the South of Hongkong is likely to move Westwards. FORECAST:—N.E. and E. winds, freshening considerably; squally, showery.

THE PLAGUE.

During the 24 hours up to noon, 28th June, 1 new case and 1 death from plague were reported, making the total since 1st January (179 days) 1,308 cases and 1,153 deaths.

LOCAL AND GENERAL.

H.M.S. *Waterwitch* sailed for Wei-hai-wei this morning

AN outbreak of measles has occurred at Oita, Japan, as many as fifty cases being reported daily.

MR Mitchell-Innes, financial adviser to the Siamese Government, left Bangkok on the 20th inst. for Europe, on leave.

THE German mail which arrived here to-day brought 14 officers, 33 petty officers and 21 men for the German Asiatic squadron.

FOR having three taels of illicit opium in his possession a Chinaman was to-day fined $50, in default three months' imprisonment.

ACCORDING to private advices received in Penang, there would seem to be some possibility of fishing up the Indian mail, that went down with the *Mecca*.

A CHINESE widow, charged with assaulting a dwarfed girl of 15 years, was to-day fined $25 and the girl was ordered to be sent to the care of the Registrar General.

ANOTHER possessor of illegal weights and measures was to-day prosecuted by Inspector Duncan and a fine of $20, or six weeks' imprisonment, was imposed on the culprit.

ON the 18th inst., at Kobe, Mr. Wignal accidentally slipped off the scaffold of a new building in the Concession, and fell to the ground, breaking his wrist and injuring his head.

THAT Pahang is rich as a tin bearing State has been fully borne out, says the *Malay Mail*, by the alluvial deposits constantly met with during the cuttings on the new Bentong-Tras road.

THE senior District Officer of Province Wellesley has acquired all the land needed for the section of the Prai-Parit Buntar railway, between Prai and Simpang Ampat. The prices arranged were all fair market values, with a small percentage for the compulsory sale.

ON the 20th inst., in H.B.M. Consular Court at Kobe, before Mr. J. Carey Hall, E. A. MacKay, who refused to give any account of his antecedents, was sentenced to twelve months' imprisonment for obtaining goods by false pretences from Japanese merchants

IT is reported from Chungking that a large body of *Kolao Hui* are now congregated in the district of Yunyang, Kuichou prefecture, and that already various raids by the *Kolao Hui* are reported from the vicinity of that district. An appeal for help has been sent to the Taotai at Chungking.

THE *Jiji Shi-po* reports that on the 18th inst. a foreign firm in Yokohama received a telegram from London saying that the relations between Great Britain and France are in a very critical condition. Commercial firms are in a state of consternation, especially those which have connexions with France.

AT the request of the Chinese Government, the Japanese Authorities have ordered Mr. Hosoda, a professor in the Tokyo Post and Telegraph School, to proceed to China, where he will be appointed Postal Adviser to the Government. Mr. Hosoda left Kobe for China on the 18th inst. by the *Satkyo-maru*.

THE warships in port to-day were gaily dressed with bunting in honour of the anniversary of the Coronation of Her Majesty. The *Tamar* flew the Royal Standard at her main and the Navy Yard also hoisted this flag. The *Empress* liner dressed ship and flew blue ensigns at her mast heads. At noon the usual Royal salute was fired.

A STOKER, a widow, and another Chinese were to-day charged by Inspector Hanson, with carrying on a fantan house at 38 Third Street Mr. J. Hastings defended. The evidence of an informer, a lukong and Mr. Hanson was taken. The defence raised was that there was malice in the prosecution but Capt. Hastings fined each of the accused $75, or three months' hard labour.

HENRRY LEIGH, a chemist from Australia, Mr. Jorgesen, of Scotland and W. Ogilvie, of New Zealand, Sailors, were to-day charged order the Vagracy Act. The first showed that he had some means and was discharged. The other two, who pleaded that they were destitute, were ordered to the House of Detention. Both said they had cleared out from their ships, and, it is to be supposed, became regular Hongkong beach-combers.

H.B.M.S. *Mohawk* is, says a Sydney paper, under orders to proceed to the Solomon Islands and avenge the murderous attack recently made by the natives of Bella La Bella on Captain Prat and the crew of one of the island schooners. When the *Titus* left the islands the natives of Bella La Bella were on the look-out for a punitive expedition from one of the war-ships. There was a warlike spirit all over the island, and the natives were making active preparations to repel any attack from the men-of-war.

THE following is specimen of "English as she is wrote":—

Hongkew, 20th June, 1898.

To——

SIR,—I beg to inform you the affair of a lodger who has recently occupied our newly built dwellings as I ask him to day in advance the payment for building lodged I am seized by him. To whom I should say that he is somewhat like a ruffian. As the neighbourings have complained of being not safe to live next to him will you be kind enough to send a police to make him for removal. I will come over your house at 1.00 p.m.

I remain,
Yours obedient servant,

A CHINAMAN charged with bringing four of his countrymen from Canton to Hongkong for purposes of immigration, was to-day bound over to be of good behaviour for six months in the sum of $100. One of the complainants said he was only 19 years of age. His Worship said he thought 39 would be nearer the mark and the tall, gaunt, hook nosed creature, who looked as if he had not had a "square meal" for months past, caused considerable amusement when he persisted in saying he was only 19. It was shown that the defendant had not so much to do in the matter as the proverbial "sick mother at Canton" and Capt. Hastings said the best thing the complaints could do would be to look for honest work as coolies. They seemed, he said, to have engaged with defendant and then to have regretted the compact.

THERE will be a six-a-side team race between V. R. C. and K. O. Regiment to-morrow evening commencing at 5 30 p.m.

THE returns of the number of visitors to the City Hall Museum for the week ended June 26th are:—Europeans, 132; Chinese, 1,174; total 1,306.

ACCORDING to a vernacular contemporary the Mitsu Bishi and Mitsui Banks are said to have under their consideration a scheme for introducing foreign capital. The Yasuda Bank is also considering a proposal of the same nature.

"THE Indian market," says the *Englishman*, "is constantly draining the Australian market of thoroughbreds, and it is held by observant men, who are engaged in breeding, that Australia is not keeping pace with the export. During the last three months over a thousand horses have been sent to Singapore and Calcutta."

A DISPATCH to the *Globe* from Gibraltar, says that a British steamer which had just arrived there, reports officially that she passed the Spanish torpedo-boat destroyer which is guarding Algeciras Bay and the Straits. Shortly after the steamer passed her, all the lights of the destroyer were suddenly extinguished, a terrific explosion followed immdiately, and the destroyer disappeared.

THE *Nichi Nichi* states that a notification was issued by the Communications Department on June 13th to the effect that all parcels arriving by post in Japan from or through Hongkong, after the 1st July, will be opened for inspection by the Customs authorities at the port of arrival. Parcels containing dutiable articles are to be subject to import duty. In default of payment the articles will be returned to the original senders.

A FUSAN letter to the *Osaka Asahi* under date of the 7th inst. states:—Masan-po, one of the Korean ports recently opened for foreign trade, is only about 30 *ri* from Fusan. The members of the Japanese Chamber of Commerce at Fusan, the representatives of the Nippon Yusen Kaisha, Osaka Shosen Kaisha and important firms have gone to Masan-po to view the port. Mr. Ijuin, the Japanese Consul, and other officials are to follow them.

WEN TING-SHIH, an ex-Censor and at one time a great favourite of the Emperor but who was degraded and dismissed from office about three years ago for being too straightforward in his denunciations of the Empress Dowager's intermeddling with the prerogatives of the Throne, has recently sent to the Emperor a memorial strongly advising his majesty to throw himself and the country upon the protection of Great Britain. The memorialist derides the pretended friendship of Russia, and gives a plain sketch of the whole story of the retrocession of Liaotung by Japan, bewails the sad fact that every one in China was misled by the pretension of Russia, and winds up by saying that in the friendship of Great Britain alone lies the salvation of China.

THE Japanese Consul at Tientsin recently reported to the Government that the Chinese have begun to regard Japanese manufactures with serious distrust. Merchandise received from Japan, they allege, does not correspond with samples, and packing is, in almost all cases, miserably unsubstantial. The Consul expresses the deepest regret that Japanese merchants are disposed to break their faith without the slightest regard to honour The sale of soap is a typical example. The fragrance and delicacy of Japanese soap attracted the notice of the Chinese, and demand for the article increased considerably. But the original fragrance, which constituted the attraction, has now entirely disappeared and the market is consequently closed. The failure to observe punctuality in the delivery of goods is alleged to be another deplorable defect of Japanese manufacturers Large orders from Chinese customers are never executed at the appointed time and to the contracted amount, owing simply to want of due attention. The utmost indifference is shown to small orders. Porcelain ordered in September last year has not yet been transmitted. The unt unworthiness of the Japanese, the Consul adds, is almost proverbial in many parts of China.—*Japan Mail*.

THE following tribute to the memory of Mr. Gladstone has been addressed to Sir Donald Currie by representative merchants and others in Hamburg, who welcomed Mr. Gladstone to that city when on the way to the opening of the Baltic Canal in June 1895 on board the mail steamer *Tantallon Castle*:—"Hamburg, 21st May 1898. Dear Sir Donald,—As we owe to you the memorable opportunity we had a few years ago of making the personal acquaintance of England's Grand Old Man, who has now passed away, we feel it incumbent upon us to express to you our sympathy with the loss your country has sustained through the demise of one of the greatest and ablest of her distinguished sons. It is with the liveliest satisfaction that we recall the occasion on which, thanks to your courtesy and hospitality, it was our privilege to enjoy the society of Mr. Gladstone, and to listen to his genial remarks upon what he had seen and heard among ourselves. The graceful tribute he paid to our efforts in developing peaceful progress and liberal institutions could not fail to impress us with admiration for the noble mind of the aged statesman, who has done so much for the advancement of the broad views and the sound sense for which his countrymen are conspicuous.—We are, dear Sir Donald, yours faithfully, Dr. Sieveking, F. Laeisz, Herm Berens, Adolph Woermann, Dr. Jaques, Alf. O'Swall, Zored Kugelmann, &c. Sir Donald Currie, G.C.M.G., M.P., London." The communication has been transmitted to Mr. Herbert Gladstone.

THE WAR.

(From our own Correspondent.)

MANILA, June 22nd, 1898.

Though a reward of $20 000 was offered for Aguinaldo's capture or assassination some weeks ago, nothing has been heard of any aspirant for the big prize. It is pretty certain that, though some treacherous native might get in among the Filipinos under pretence of supporting their cause, and might manage to kill the leader; (though it is extremely unlikely, as they are very much on their guard against such tricks) the assassin would never live to tell the tale nor to claim the reward from the Spaniards. It is one thing to put a price on the head of a conspirator hiding from arrest, and quite another thing to offer mere money for a victorious general whose army is at the gates of a beleaguered city and is expected to march in at any moment. It savours of the Middle Ages. Napoleon is said to have deliberately attempted to secure the death of Wellington in the battle of Waterloo, but that was at any rate in open battle, as was the picking off of Nelson at Trafalgar; but neither Napoleon nor Villeneuve went so far as to put a price on the head of the opposing leader before the battle began. No reward for the abduction of Admiral Dewey has been advertised as yet. There are some things which money cannot buy, and Aguinaldo's head is one of them. It would be about as much use to ask for the moon. This reward might have been useful earlier, that is to say, before the war with the United States: money then tempted some of the rebels, and Aguinaldo himself laid down his arms, partly because some of his supporters were bought off and partly because he thought the Spaniards' promises this time could be trusted. But money cannot mend broken faith. While only Spaniards and Filipinos were concerned, Aguinaldo might perhaps have been trapped, as was Rizal before him; but it is too late for that now, when the quondam "First Conspirator" has risen to the position of a triumphant patriot general with the oppressors' citadel at his mercy. Too late—that is the key-note of Spain's funeral dirge in the Philippines. Too late the reward is offered for the capture or death of the rebel chief. Too late is the Native Advisory Council appointed, to concede all the demands of the malcontents. Too late do the Spaniards appeal to the natives as "Beloved Brothers." Too late the Spanish people, as I gather from their conversation chiefly and to a smaller extent from their carefully censorised press, realise that their colonial administration is ruinously rotten, that the universal dishonesty of officials is fatal to their colonies and to the army and navy as well. Too late they cry "We must make an example, as the English did in the case of Warren Hastings." It is all too late. The horse is stolen—even the stable door itself has been stolen.

* * *

And now the Spaniards, not at the eleventh hour but after black midnight is already fallen upon them, are setting to work in feverish haste strengthening the defences of Manila. Taking a radius of ten or fifteen miles round the city, they have been diligently planting earthworks, sowing the rice fields with rifle-pits and forcing an immature crop of trenches and block-houses. But before the seedlings have time to sprout into full-blown fortifications, the enemy is upon them, the native troops waver and join the rebels when opportunity offers and the Spanish lines are forced in a little nearer to the city. The simple Andalusian peasant in the trenches two or three miles out of town looks askance at his native brother-in-arms, and freely confides to any stray visitor that it would be much better to dispense with such untrustworthy allies, but the men in Manila is still assured of the native's loyalty, and so the patient, obedient soldier has to continue with one eye on the enemy in front of him and the other eye on the friend beside him, who at a critical moment will stab him in the back. Tell this to a Spaniard in Manila, and you are denounced as an enemy of Spain. Speak of it to the man in the trench amid the spattering of bullets, and he shrugs his shoulders. "What can I do in face of my commander's orders?"

I was at the Spanish lines on the banks of the Zapote River, eight or ten miles south of Manila the day before the rebels rushed that position. All the outermost posts were then entrusted to native troops, with a Spanish officer here and there. There was nothing going on but a little desultory firing among the trees just beyond the river, and officers were quite satisfied with the situation. The native troops were entirely reliable, and it was all right and very wise to hold the Europeans in reserve. So they said, and so it seemed; it was not for an Englishman to doubt. Within a few hours after my visit, the rebels had outflanked the position and swept down from the hills in immense numbers, a whole regiment (74th I think) had gone over in a body from the Spanish to the enemy, and every position from the Zapote River right up to the outskirts of Manila itself was captured by the rebels in a single day. It is just the sort of country that could be defended for an indefinitely long period against an advancing force. It is on the shores of a bay where the water is not deep enough to allow gunboats within a mile or two, and except by a few very intricate channels among the sand flats it would be almost impossible for ships' boats to effect a landing anywhere between Cavite and Manila. The bay is fringed with swamp-land, thickly wooded, for a mile or two inland, and behind that there are well-wooded pastoral lands, rice-fields and bamboo groves, and many villages of palm-leaf huts, each village having a very strongly-built church and usually a convent with spacious grounds enclosed by a substantial wall. These churches and convents are of great strategic value in this kind of warfare, especially as the rebels seem to avoid any tactics that would lead to the destruction of church property. Reports from all parts show that when the Spanish forces have abandoned any such position, it has not been because of the buildings being damaged by the enemy. One reason probably is that nothing short of artillery could have any effect on these ancient edifices; they are as massive in style as Early Norman. They have walls of solid masonry often six feet thick, with very few if any windows on the ground floor; and the walls enclosing their grounds are usually two or three feet thick, of solid stone. The rebels have not brought any artillery into action in attacking the environs of Manila, and probably not anywhere else. One reason adduced for this is that Admiral Dewey has used his influence in the matter, fearing that the rebels might do too much damage, injure non-combatants and destroy neutral property, progress too rapidly and too much "off their own bat" to suit the American programme, and finally perhaps, incur the odium of destroying sacred edifices and thereby give point to the opprobrious epithet "destroyers of religion," so freely applied to them by the priests in the effort to stir up a fanatical feeling against the heretical protestant Americans and all who have dealings with them. This is one suggested explanation, and it may be true: but I am inclined to think the rebels simply refrain from using artillery because they are not in a position to use it well; if they have any at all, they have not much, and cannot have more than a trifling amount of ammunition, and few if any men who know how to use it, so that it is in my opinion not worth their while to try. Possibly they might manage to bring a gun or two into action, but find it very much trouble and little use, and understand that the Americans will be better pleased

that artillery-work should be left until the arrival of the troops from San Francisco.

Meantime as the rebels do not use artillery, the Spaniards (who do use it) ought to have had an easy task in the defence of the road from Cavite into Manila. There are two rivers, and a score of small streams and swampy creeks, on each of which the Spanish troops were well entrenched. Men being equal, an advancing force ought to be held at bay without difficulty in such circumstances. If the men on one side are Europeans and on the other side an inferior race, the Europeans should be able to make headway into the enemy's ground. But the Spaniards had something under 10,000 European troops to defend Manila, and were unwilling to rest content with that number, so they persisted in swelling it to double by the admission of natives who entirely destroyed all hope of successful defence. And that is how, after a tremendous amount of preparatory work they failed to do what they had been preparing to do, namely to fight. The Chinese at Port Arthur and more still at Weihsiwei did an immense amount of similar preparatory work and spent an immense amount of money in purchasing shiploads of cement and thousands of tons of squared granite blocks for fortifications—and then prudently retreated on the approach of the enemy. In that campaign, my fellow-correspondents and myself laughed continuously at the absurdity of the whole thing, and we said, "This is not war, it is a huge joke; but what can Chinamen be expected to do better?" We were unjust to the Chinese, for this Manila campaign is more grotesquely ridiculous than anything we saw in China. We said "poor silly fools——Well, they are only Chinamen" as if that was explanation enough. Here are worse fools, Europeans, making a more pitiable parody of an attempt at war.

Here are European troops numbering over five thousand—— the numbers are differently stated from time to time, and may be anything up to 20,000, but I have not seen any large body of them in any one place, and putting together the numerous small forces I have seen, I think there are not more than ten and probably not much more than five thousand in all. On the other hand, according to the Spanish version the rebels have only an insignificant number of men, not one tenth of them decently armed for fighting. But passing over the Spanish version, I should think there are probably twelve or fifteen thousand rebel soldiers in the immediate vicinity of Manila. Probably more than half of them have rifles a few of their own importation by surreptitious means before the Americans came, a few captured at Cavite when the Spanish fleet was destroyed, a few captured in skirmishes in the woods, and a large proportion taken over to the rebel side by native troops seceding from Spain. The rebels can never have had the training which any European army should have had; they have only their own native leaders, of whom the chief is Emilio Aguinaldo, a young man indeed to become a "Father of his Country," for he is only twenty-seven. His army is to all intents and purposes an untrained rabble (judged by European standards) certainly not as well armed as the Spaniards, not provided with artillery, and the Spaniards deny that the rebels have the sympathy of the country. Very well, it should be simple enough for a compact body of Europeans to hold their own against such a rabble, without having to enlist the doubtful aid of the rabble's own brothers.

But here is a peculiar thing. In all the outposts I have visited I saw few Spanish soldiers. In several cases the native troops were entirely alone, with only a Spanish officer here and there to keep an eye on them, and the bulk of the European troops seemed to be some way to the rear of the fighting line. Now that the supply of natives has run low, Europeans are sandwiched among them, and a roll-call is a strange spectacle, the black man and the white man alternating all along the line, each man watching his neighbour furtively through his eye corners, as if calculating the chances of a treacherous bayonet in the back, from the respective standpoint of the one who gives and the one who takes. Meanwhile, there are plenty of Spanish Regulars loafing in the town, doing nothing but exhibit themselves to the admiring gaze of the world at large. The Volunteers were told to go out into the trenches near Caloocan two or three days ago, and flatly refused, saying their duty was that of a home-guard, to be only called on in the last extreme, and the trench work belonged to the Regulars. So the Regulars had to do it; but one of the officers of the Zaragoza tried to establish the principle that it was necessary to reserve the best troops until the last. This desperate determination to be last in the fight seems to be the characteristic most noticeable in the haughty Castilian of modern times. Be it clearly understood, I do not say the Spaniards are cowards: but I say their officers seems (to my civilian eyes) to carefully avoid any undue rashness in in action. There is no "forward policy" about the Spaniards. In the west, Admiral Cervera on reaching Cuba promptly shuts himself up in as snug a hole as he can find. So did Admiral Montejo in the Philippines. Montejo has been very highly praised, by Americans and by Spaniards, by high and low alike. I am going to get myself into hot water with all these good people, for I am strongly of opinion that Montejo deserves no praise at all, but censure. He went to Subig to watch for the U.S. fleet, and he abandoned Subig because certain works supposed to have been carried out long ago had not been carried out. It was his business long ago to see them carried out, and it was his neglect of duty that allowed others to neglect theirs. Then he came in to Cavite, and the credulous populace were assured that he would easily destroy the presumptuous Americans if they tried to enter the Bay; the channels were efficiently protected and the gallant Admiral was on the alert. It was all untrue. Torpedoes did exist, but Montejo and his subordinates had not put them in position, for reasons which they will no doubt explain plausibly: the main point is that the channels were not protected, and he said they were. And, whatever shirking of responsibility may be possible in other matters, there is no excuse whatever for being caught so utterly unaware, all asleep in fact. His ships, supposed to be on the alert for an attack expected momentarily, had not steam up: his search lights should have been turned towards the entrance of the Bay as soon as the forts there began exchanging shots with the incoming American ships: but nothing was seen, heard, or heeded, everybody slumbered peacefully, and half of the Spanish officers were not even on board their ships—a fine thing in war-time! Some were miles away, in Manila, not invalided nor wounded but simply on the spree. As I before remarked, there is no excess of zeal in recklessly pursuing a forward policy among Spanish officers as a class.

When the fight was over, one of the very first men to reach Manila was Admiral Montejo. There was a frantic scramble from Cavite, over twenty miles round the bay, and the Admiral's own carriage and pair had been waiting to take him home. There were women and children who, in the mad rush to escape from Cavite, could not get any sort of conveyance, and had to walk a large part of the way. Truly the overbearing brutality of the Yankees is not to be compared with Spanish chivalry.

And it is the same now. There is not a single General at the front; the Generals remain in Manila to reassure the populace, while the trenches are full of men without leaders. There are perhaps some men in the world who won'd manage to make a good fight of it even without leaders; there have been such things as "soldiers' fights" in which the officers had but little share. But the Spaniards do not seem to be men of that sort, and indeed such men are no common. The rebels manage fairly well without having many trained officers.

Meantime everybody is hoping the American troops will come quickly, and end this uncomfortable interlude. The Spaniards and their sympathisers are as weary of waiting as anybody, and will be glad when the suspense is over and the whole fight ended one way or the other. The delay is worse than the coming final struggle can be. Food is growing appreciably scarcer every day; beef seems to be still obtainable somehow, at fancy prices, and there is apparently an inexhaustible stock of sardines, flour and rice, all at high rates, of course. But for ordinarily well fed people, this is a very limited bill of fare, and practically nothing else can be got. Even sweet-potatoes are rare luxuries now, and the prudent man who laid in a stock a few weeks ago is the envy of all. Potatoes of the other persuasion ceased to exist long ago; other vegetables are seldom seen, and in small quantities. The poor must be having a terrible time. To add to the other discomforts of life here, almost all the washing has got lost. The laundry places were chiefly at and beyond the village of Mandaloya, on the right bank (north) of the River Pasig, now in the enemy's hands. It is confidently asserted by natives that the washing will all come out right enough some day; but meantime nobody can pass through the lines of the opposing armies, and most of the European residents are in a pitiable state. Some are completely shirtless, some have shirts that can be washed in their business offices in town while the wearers lie in bed, and some are discovering shops where a few new shirts can be had. In a tropical climate, the question of clean clothes is no trifle.

Life on board the refuge-ships in the harbour is even worse. There, people are necessarily crowded to the very last point of discomfort, and fare miserably. The ships are Spanish, dirty, small, and utterly uncomfortable. It is not surprising that some of the people have elected to return ashore and take risks, rather than "pig it out" any longer on board.

It is believed the American troopships will arrive in a day or two: but I am surprised that there are people who still believe it, for we have been believing it from time to time for ages, as it seems, I am beginning to think the American troopships are a myth, the American army a dream, and the whole continent of America a huge Yankee invention. Soon I shall cease to believe there is any such place.

WAR GOSSIP.

No further particulars appear to have reached Hongkong regarding the attempted assassination of General Aguinaldo, the Philippine leader. One of the rebel Chiefs residing here was seen to-day, and he said that all he knew was that the would-be murderer attempted to use a pistol, but was frustrated before he could reach the chief. Further particulars are expected in a couple of days.

* * *

Señor Atachio, a Philippine leader who has been residing in Hongkong for some time past, has returned to Manila. We understand that he and General Aguinaldo together with others concerned in the Spanish indemnity have come to an amicable settlement regarding the money which was in dispute in the court here. The amount in question, $400,000, is to be devoted to the rebel cause with the exception of some thousands of dollars that are to be used for the education and training of promising young Filipinos.

* * *

The small river gunboats on the Pasig, which are to assist in guarding the approaches to the City of Manila against rebels from up the river or Americans from the Bay, now all carry extemporised armour plating, made of spare boiler plates, and their masts, funnels, bridges and all upper works have been removed to allow the boats to pass under the bridges on the river.

* * *

At the Malate Powder Magazine, situated in the southern suburb of Manila, some two miles from the City walls, the rebels have been held in check for three weeks, and the Spaniards have been day and night pouring shot and shell into the woods just beyond. If they hit nothing but trees, says our correspondent, they at any rate make the place very uninviting for rebels.

* * *

The *Kobe Chronicle* says:—The Japanese are evidently determined that the neutrality proclamation shall not be broken. It has already been related in the *Chronicle* how the Customs authorities hesitated to pass a shipment of Japanese swords and armour for America, and communicated with Tokyo for instructions. Last Sunday another incident, presumably arising out of the neutrality proclamations, occurred in Kobe. A party of German residents chartered Jack-Young's launch for a picnic to Suma, and ran up a big German flag as a sign that for one day the launch was German. This appears to have excited the Customs or police officials, who saw with suspicious eyes the hampers of provisions, with cases of wine and mineral waters, going on board. Those in charge of the launch were thereupon asked if they had a permit. The reply being in the negative, the officers spoke of detaining the launch until a permit was obtained or the German flag lowered, but the party sailed off and left the officers lamenting. Probably the Customs officers doubted whether such a large supply of eatables and drinkables could be intended for one picnic party, and had suspicions that the launch was off to Manila with a view to running the blockade. Seriously, the Japanese authorities might dispense with quite a number of officials in their administrative departments if they would only substitute common sense for red tape.

* * *

In the course of some comments on the battle of Manila, the London *Times* observed:—If the United States are to become one of the dominant naval forces in the waters of the Pacific, it is obvious that the policy of open trade, to which our Transatlantic kinsmen are as much bound as we are in the Far East, will be enormously strengthened. We could not look with indifference upon the acquisition of the Philippines by either France, or Russia, or Germany, though we have enough on our own hands not to care to add to our responsibilities in that quarter, unless we should be compelled to do so in order to prevent the islands from being used to obstruct the development of open trade not only within but far beyond their own borders. We could contemplate their possession, however, by the United States with equanimity, and, indeed, with satisfaction. At the same time, it is by no means certain that, when the first flush of excitement is over, the people of the United Sates, especially the great inland mass of the population who have little in common with the inhabitants of the seaboard, either on the Pacific or the Atlantic side, will keep up an enthusiasm for naval activity and external dominion. This, however, is a question to be determined by the Americans themselves. We can only say that, while we should welcome them in the Philippines as kinsfolk and allies, united with us in the Far East by the most powerful bonds of common interest, we should regard very differently the acquisition of the archipelago by any other Power.

* * *

The United States Treasury Department, have been making a schedule of tariff duties for Manila and other ports in anticipation of an early occupation of the islands by the military and naval forces of the United States. The Treasury Department have begun to formulate regulations for a scheme of customs tariffs, which will be collected by the military authorities and handed over to the Treasury as a military contribution, and it is announced that the tariff rates will closely follow the Spanish customs laws recently in force in the Philippines. What these customs laws produced is not known exactly, but it is assumed that inasmuch as the home Government realised last year approximately $9,000,000, the actual amount collected was double that sum. The American Government will assume control of the revenues of the islands as soon as the principal seaports are in its possession, and will continue to control them until Congress take specification in the matter.

TO DEWEY, FAR AWAY.

(From the *Elmira Gazette*).

Yankee Dewey went to sea
Sailing on a cruiser,
He took along for company
O men and guns a few, sir.

Yankee Dewey; Ha! Ha! Ha!
Dewey, you're a dandy;
With men and guns and cruisers too,
You're certainly quite handy.

He sailed away to the Philippines
With orders for to snatch them,
And thrash the Spaniards right and left,
Wherever he could catch them.

And Yankee Dewey did it, too;
He did it so complete, sir,
That not a blooming ship is left
Of all that Spanish fleet, sir.

O Yankee Dewey, you're a peach,
A noble, gallant tar, sir!
You're out of sight, you're out of reach,
We hail you from afar, sir!

We greet you with three rousing cheers,
For you and your brave crews, sir;
For the deeds you've done and the victory won,
For Yankee Doodle Doo, sir.

Yankee Dewey, keep it up,
You certainly are handy,
With men and guns and cruisers, too,
O Dewey, you're a dandy!

"LINDULA"—"MECCA" INQUIRY.

CONDUCT OF THE NATIVE PASSENGERS.

The *Lindula-Mecca* inquiry was concluded at Calcutta on the 6th instant. The third officer of the *Mecca*, who was on duty, said the Captain's orders were "Full speed ahead." and the *Mecca* was thus going when she collided. The third engineer of the *Lindula* said the shaft which broke was only put in at Singapore in February last. All evidence tends to show that the native passengers behaved in the most cowardly way, jumping into the boats and capsizing them, seizing lifebelts and rushing to the sides of the boats. On reaching the *Lindula*, two European soldiers rendered great assistance. The Court will duly submit a report to the Government.

HOW A BRAVE MAN DIED

An eye-witness gives the following graphic account of the conduct of Captain Parkman, of the *Mecca*, when the ill-fated ship was settling down:—The Captain, with a revolver in his hands, stood unflinchingly and with a hard determined look on his face by the wheel, near the native seacunny, who held on like grim death to the spokes of the wheel. A boat of the *Lindula* containing the second officer, was swinging by a rope attached to the *Mecca*. He was calling out to the Captain to leave the ship and save his life, but the cry was quite unheeded. Captain Parkman ordered the seacunny to leave the wheel and save his life, which the latter did in double quick time by sliding down the rope into the boat. The brave Captain, the *last* man on board, could have done the same, but he preferred to go down with his ship. Drawing out a knife, he quickly cut the rope and the boat was instantly swept away by the strong current. The doomed *Mecca*, with her gallant Captain, plunged down immediately afterwards.

The names of the three European officers lost on board the *Mecca* in the collision between that vessel and the *Lindula*, were Captain Parkman, in command of the vessel, and Messrs. C. Stuber and C. E. Mitchell. It appears that the *Lindula*, while on a voyage to Rangoon broke her shaft, and was taken in tow by the *Mecca*. The day following the hawser parted and during the manœuvring which followed the *Mecca* crossed the bows of the *Lindula*. A collision ensued and the *Mecca* sank almost immediately.

THE COAL AND IRON DEPOSITS OF SHAN-SI.

In view of the important concessions recently granted by the Tsung-li Yamên to the Peking Syndicate in the provinces of Shan-si and Ho-nan, the following extract from an article in the *American Engineer* will be read with special interest. Our New York contemporary's correspondent writes from personal knowledge of this great mineral region:—"The province of Shan-si has an area of 90,000 square miles. It is surrounded on all sides by mountains and has an interior plateau some 3,000ft above the sea. The coal deposits in this province exceed in extent, quality, and continuity any fields the civilized world has yet seen. Baron von Richthofen, the greatest authority upon the geology of China, gives the area of unbroken coal strata in Shan-si at about 14,000 square miles. The writer of this has examined an area of over 200 miles long and 300 miles wide. Over this entire area the continuity of the coal strata was unbroken, and at any point there is workable coal of over 30ft. in thickness. This statement is not made *from a mere examination of* surface indications, but from examinations of hundreds of native mines. In two sections at least in this coal area—Ping-ting to Yu and Tse-chau to Su-an—there is associated with this coal deposit a wonderfully pure iron ore, brown hematite and spathic. A railway will be built from each of these iron centres to the alluvial plain of Chi-li. Both of the lines terminate not only upon the Peking-Hankow Railway, but upon waterways navigable to the sea by the way of Tientsin. Considering the great scarcity of coal in China and the poor quality of the Japanese coal, the opening of these mines will certainly create something of a revolution in the coal markets of the world. The small native iron furnaces turn out each year some tens of thousands of tons of manufactured iron, and what an immense effect upon trade modern methods on a large scale will have can be imagined. The preliminary surveys have been made, and at present an American mining engineer is in the field to locate the works. The actual work will begin in April. This concession of mines and railways will be more far reaching in its effects upon the world's industrial economies than any other concession asked for."

THREE MEN AND A BOAT.

Three giddy young things homeward bound from Singapore on a recent French mail boat (S., M., and L.) got badly left at Port Said. They went ashore and had quite a pleasant time, seeing the place, and other things. About eleven at night, when they supposed the steamer was to sail they made their way down to the quay, and were horrorstruck to find that she had gone on several hours previously. The story is that some wag on board had altered the posted hour of departure to a later one, with intent to deceive. "Eh, mon, it was juist awfu' to be landed in sic a heathen place, and me wi' but a white suit on and five pound' in ma poacket, an' a' the while the expenses went a mountin' up." It was two days before the next French steamer could take them on to Marseilles.

NURSES' MEMORIAL FUND.

The following subscriptions to the above Fund are acknowledged with thanks. The Hon. Treasurer, Mr. T. Jackson, will be glad to receive further contributions:—

Already acknowledged	$1,468
H.E. Major-Gen. W. Black, C.B.	30
Captain Loveband	25
Benevolent Society of the Japanese Community	25
Mr. and Mrs. Shelton Hooper	15
Mr. and Mrs. M. A. A. Souza	10
Cestus	10
Newman Mumford	10
Geo. Stanbury	10
J. M. E. Machado	5
Wai Lun Shik	5
Ip Achew	5
	$1,618

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on ten years' observations to 1895.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.67	29.62
Thermometer	83	78
Humidity	77	85
Rainfall	0.57	

TO-DAY.

Tuesday, 28th June, 1898

High water—*Morning* *3hr. 28min. and 3hr. 10min.*
Low water—*Morning* *10hr. 8min.*
Afternoon *9hr. 16min.*

ANNIVERSARIES.

1838—Coronation of H. M. Queen Victoria.
1840—Blockade of the Canton River commenced.
1855—Death of Lord Raglan, Commander-in-Chief in the Crimea.
1874—Loss of the s.s. *Lap Tuk*.
1892—Loss of the s.s. *Haiphong* near Yokohama.

TO-MORROW.

Wednesday, 29th June, 1898.

High water—*Morning* *4hr. 7min. and 4hr. 51min.*
Low water—*Morning* *11hr. 56min.*
Afternoon *10hr. 8min.*

ANNIVERSARIES.

1688—Acquittal of the seven Bishops.
1878—The Foreign Ministers admitted to an audience with the Emperor.
1887—British sovereignty over Zululand proclaimed.
1893—Indian Mints closed to the coinage of silver.
1896—Fire on the British barque *Glen Caladh* in Hongkong Harbour; cargo badly damaged.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian *(Guthrie)* 2nd prox.
French *(Melbourne)* 6th prox.
Canadian *(Empress of Japan)* 12th prox.
American *(Belgic)* 17th prox.

* * *

THE steamer *Melbourne*, with the next French mail, left Singapore to-day (Tuesday) at 1 p.m. for this port *via* Saigon.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isidoro Pons	at	Kowloon Dock	
Fatsoo	"	"	"
Ningchow	"	"	"
Venus	"	"	"
Doric	"	Cosmopolitan	"

PASSED THE CANAL.

OUTWARD—*Kwang Ping*, May 20; *Breconshire, Eddie, Liv, Mount Stirton, Samoa, Yorrowdale*, 27; *Maria Valerta, Chinkiang*, 31; *Nestor, Howtak Hall*, June 3; *Nestor, Queen Mary, Ratho*, 7; *Japan, Arara*, 10; *Melbourne, Ichang, Prometheus*, 13; *Erato, Ernest Simons, Remus*, 17; *Carmarthenshire, Amingsby, Drumgarth*.

HOMEWARD—*Antenor*, June 21st.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effects; it has been in each case taken most readily."—W. PERKINS, M.R.C.S., Medical Superintendent, Butleigh Hospital. Any Chemist can supply it. Sole *Agents for Hongkong and the Empire of China:*—Watkins & Co., Hongkong.—[*Advt.*

To be Let.

TO LET.

GODOWN in BLUE BUILDINGS.

FLOORS in STAUNTON and ELGIN STREETS.

"HAYTOR"—Newly erected 5 roomed bungalow at the Peak.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 31st May, 1898. [12

TO LET.

THREE ROOMS on 2ND FLOOR No. 8, Queen's Road Central, Suitable for OFFICE, Rent Moderate.
Apply to
Mr. SUI SANG,
On the premises.
Hongkong, 7th March, 1898. [247

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MOGUL," FROM PORTLAND, YOKOHAMA AND KOBE.

THIS steamer has brought Cargo by S.S. "COLUMBIA" from TACOMA and VICTORIA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.
Hongkong, 22nd June, 1898. [1-w 4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BALLAARAT," FROM LONDON, PORT SAID, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Victoria*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 29th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.
Hongkong, 23rd June, 1898. [1-w 5

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON, MIDDLESBRO AND STRAITS.

THE Steamship "GLENGYLE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

All optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Cargo remaining undelivered after the 30th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 7th July, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, 23rd June, 1898 [1-w 786

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BENLEDI." FROM LEITH, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 23rd June, 1898. [1-w 787

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC," are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 3rd July will be subject to rent.

No Fire Insurance will be effected.

J. S. VAN BUREN, Agent.
Hongkong, 27th June, 1898. [1-w 2

FROM CALCUTTA, PENANG AND SINGAPORE.

NOTICE TO CONSIGNEES.

THE Steamship "CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 29th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.
Hongkong, 27th June, 1898. [1-w 795

Intimations.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.
PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

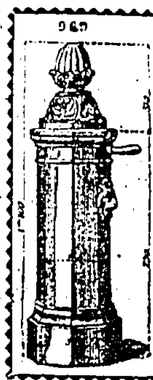
ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON, Manager.
Hongkong, 18th January, 1898. [135



WATERING APPARATUS

Non-freezing & Ordinary Hydrants and Street Washers.
Garden Watering Boxes and Apparatus.
Gun-Metal, Copper, and Cast-Iron Cocks and Valves.

E. CUESNIER, E.C.P., Engineer and Cock Manfr., (Successor of ACHILLE CADET) 27, *Rue des Tuilleries*, PARIS.

Hydropathic and Massage Apparatus supplied to the Vichy Co. Vapour Baths (Berthe system).

Apply to—DODWELL, CARLILL & Co., agents for M. OPPENHEIMER & Co., PARIS.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—
Mikii Coal Mines.
Ohmaur Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
The Mikke Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 12th December, 1896. [45

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES'S BICYCLES—PRICE...$185.
A special reliable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
10, *QUEEN'S ROAD CENTRAL*,
41] Opposite the Telegraph Office.

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 12th September 1896. [19

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:—
HAWTHORN BANK, Brit. Bk., Greig—Sheward, Tomes & Co.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOKIO MARU..... E. W. Hastewell	THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 1st July, at Daylight.
SANUKI MARU W. Townsend	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 5th July, at 4 P.M.
MATSUYAMA MARU J. Nirel	KOBE and YOKOHAMA	THURSDAY, 7th July, at 4 P.M.
SAGAMI MARU T. Murai	VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN.....	FRIDAY, 8th July, at 12 Noon.
*RIOJUN MARU..... A. E. Moses	SEATTLE, WASH., U.S.A., VIA KOBE and YOKOHAMA	THURSDAY, 14th July, at 4 P.M.
HAKATA MARU..... F. E. Sommer	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID	TUESDAY, 19th July, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 28th June, 1898 [6

Dr. KNORR'S
ANTIPYRINE
patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.
(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARITION.
Used in Gonorrhœa in 1 to 2 per cent. solutions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

DR. OVERLACH'S
MIGRAININE
"LION BRAND"
(ANTIPYRINE—CAFFEINE—CITRATE)
(1) Excellent results in *the severest cases of migrainine*, as well as in *headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.*
(2) The *best antipyretic*, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an *analeptic*.
☞ Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers:—
FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [34

THE NEW FRENCH REMEDY.
THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.
THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.
THERAPION No. 2, for impurity of the blood scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the body.
THERAPON, No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.
THERAPION may be procured at 2/9 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [96



KANANGA
OF JAPAN
(REGISTERED)
RIGAUD and Co
PARIS
Kananga Water the most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragance and feeling of comfort and freshness.
New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IXORA D'AFRIQUE EXTRACT
RIGAUD'S LILY of the VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chemalle EXTRACT
6, RUE VIVIENNE, 6, PARIS.

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
SANITARY SOFT SOAP.
JEYES' FLUID
THE BEST DISINFECTANT
DISINFECTANT SOAP.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11

DUMINY & Co
CHAMPAGNE
EXTRA DRY
Carte D'Or Sec Sillery Demi Sec — Carte Blanche — Chateau de Charmieres
TRADE MARK.
Apply to
Messrs. DODWELL, CARLILL & CO.,
HONGKONG,
AGENTS FOR
M. OPPENHEIMER & Co., Paris.

MISS CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, 1st
Ice-House Road.
Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS and VIEWS
a Speciality.
Hongkong, 22nd September, 1894 [42

Shipping.

STEAMERS.

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"AFRIDI,"
will be despatched as above TO-MORROW, the 29th instant, at Daylight, instead of as previously advertised.
S.S. "PATHAN".....about 15th July, 1898.
S.S. "MACDUFF"..... " 31st July, 1898.
S.S. "SIKH"..... " 13th Aug., 1898.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 28th June, 1898. [498

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship
"HAITAN,"
Captain Hall, will be despatched for the above Ports TO-MORROW, the 29th instant, at Noon.
For Freight or Passage apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 28th June, 1898 [794

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAUNCESTON AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain Ramsay, will be despatched on THURSDAY, the 30th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versa*.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st June, 1898. [778

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"CHINGWO,"
Commander H. C. Hands, will be despatched as above on or about the 30th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 27th June, 1898. [797

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"CATHERINE APCAR,"
Captain J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 2nd July, at Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 27th June, 1898. [796

HAMBURG-AMERICA LINE.
(EAST ASIATIC SERVICE.)
FOR LONDON, HAMBURG AND ANTWERP.
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.
THE Company's Steamship
"ARMENIA,"
Captain Magin, will be despatched for the above Ports, on MONDAY, the 4th July.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 23rd June, 1898. [772

FOR COLOMBO, SINGAPORE, HAVRE AND HAMBURG.
(Calling at NAPLES if sufficient inducement offers).
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)
THE Steamship
"DELLA,"
Captain E. Christiansen, will be despatched for the above Ports on or about the 6th July.
This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSSEN & Co.
Agents.
Hongkong, 24th June, 1898. [788

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PRIAM,"
Captain Jackson, will be despatched as above on MONDAY, the 11th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th June, 1898. [789

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship
"MOYUNE,"
Captain R. Conradi, will be despatched as above on or about the 13th July.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 22nd June, 1898. [784

SAILING VESSEL.

FOR SAN FRANCISCO.
THE 100 A 1 British Ship
"HAWTHORNBANK,"
Greig, Master, will load here for the above port and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 13th June, 1898. [744

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"ST. NINIAN,"
will be despatched as above on or about the 1st July.
To be followed by
S.S. "CRAIGEARN," on or about 20th July, 1898.
S.S. "FORTUNA," on or about 5th August, 1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.
Agents.
Hongkong, 20th June, 1898. [735

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.
PROPOSED SAILINGS FROM HONGKONG.
FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Tacoma...	2,549	A. Dixon	July 2.
Victoria	3,167	J. Truebridge ...	July 19.
Olympia	2,608	T. H. Dobson ...	Aug. 6.
Arizona	5,305	J. Panton, R.N.R.	Aug. 23.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar	3,601	E. Porter	Aug. 13.
Mogul ...	3,654	W. H Wright ...	Sept. 10.
Columbia	2,605	A. Gow.....	Oct. 1.

THE attention of Passengers is directed to the very cheap rates offered by this Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 17th June, 1898. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).
THE Steamship
"VERONA,"
Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY and STRAITS, &c., on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 25th June, 1898. [5

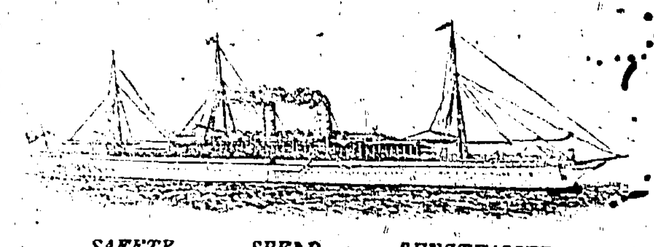
NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern	Wednesday	20th July.
Prinz Heinrich ...	Wednesday	17th Aug.
Darmstadt	Wednesday	14th Sept.
Preussen	Wednesday	12th Oct.
Sachsen	Wednesday	9th Nov.
Bayern	Wednesday	7th Dec.
Prinz Heinrich ...	Wednesday	4th Jan.'99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE &CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 18th July. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 19th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 22nd June, 1898. [783

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.  1898.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG:
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 29th June, 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 20th July, 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th August, 1898.
THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 22nd June, 1898. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 5th July, at Noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 26th July, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 13th Aug., at Noon.

THE Company's Steamship
"DORIC,"
will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 5th July, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 17th June, 1898 [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1898. [59

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.

Glenfarg (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)	Saturday, 16th July, at Daylight. (For Cargo only).
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 4th Aug., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd Aug., at Noon.

THE U. S. Mail Chartered Steamship
"GLENFARG,"
will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 16th July, at Daylight, taking States, and Passengers and Freight for Japan, the United Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 25th June, 1898. [1

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

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